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CLASSIFICATION [REDACTED]

COUNTRY East Germany

REPORT [REDACTED]

TOPIC Information on the Construction of a KVP Airfield Near Strausberg  
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EVALUATION [REDACTED] PLACE OBTAINED [REDACTED]

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DATE OF CONTENT [REDACTED] 25X1

DATE OBTAINED [REDACTED] 25X1 DATE PREPARED 29 January 1954

REFERENCES [REDACTED]

PAGES 2 ENCLOSURES (NO. &amp; TYPE) [REDACTED]

REMARKS [REDACTED]

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1. [REDACTED] at the Berlin Regional Railroad Headquarters [REDACTED] a project involving the construction of a railroad connection between Strausberg Reichsbahnhof and Strausberg Stadt was given priority. A KVP installation, allegedly an ordnance depot or ration supply depot, was scheduled to be built in the area behind the Strausberg Landesjugendheim (provincial youth hostel), which previously had been used by the Soviets. The completion date for the installation is said to be 1 March 1954. The KVP agency in charge of the project is headed by Major General Konrad Meier. Construction work will be executed by the VEB Tieftbau und Bauunion Spree.
  2. Between 15 and 21 December, 200 railroad carloads of construction materials including 12 carloads of railroad ties arrived on the site of Strausberg airfield. Construction work for the field had not yet been started.
  3. [REDACTED] low wooden buildings were being constructed in the area of the former airfield at Strausberg. A total of 6,500 workers was allegedly scheduled to be quartered there. These workers were to be employed on the reconstruction of Strausberg airfield for the KVP. The elevated train line was to be extended from Strausberg to the airfield. 25X1
  4. Between 3 and 5 December, Strausberg airfield was inspected by members of the Berlin Designs Bureau. The former headquarters building of the airfield was to be reconstructed and enlarged. [REDACTED] 25X1
- 25X1 [REDACTED] the airfield was referred to as Project I and given the code name "Seehaus". It was rumored that ex-Field Marshal Paulus would set up his headquarters at this airfield. Preliminary designs for the reconstruction of this headquarters building were completed on 8 December. The project was controlled by Lieutenant Colonel Rochlitzer and Captain Marquardt. A total of about 120 KVPs with red service color were stationed at the field.

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- 2 -

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5. On 21 December, the designs for Project I "Seehaus" were not yet completed. A total of 800,000 eastmarks was allotted for the first construction stage. Large quantities of construction materials were continuously being shipped to the site. The headquarters building at the installation was scheduled to be completed by 31 March 1954. Construction work was to be executed by Bauunionen Spree, Sued (Dresden), Nord, and Kueste (Stralsund).

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6. [REDACTED] the designs for Strausberg airfield were being worked on. The headquarters building was to be completed by 31 March 1954. The construction work was controlled by a special staff established in Strausberg.

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7. [REDACTED] the High Command of the KVP was to be transferred to Strausberg airfield. Work on the reconstruction of the headquarters building was continued. [REDACTED] at the Berlin Designs Bureau [REDACTED] additional buildings were to be erected at Strausberg airfield. Ten draftsmen of Bauunion Sued were to be detached to the Berlin Designs Bureau in connection with the designing of buildings at Strausberg airfield. Construction work at the field was estimated to cost 10 million eastmarks. Surveying work was under way in Strausberg for an officer settlement.

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8. On 18 January, workers were withdrawn from work on a new barracks installation southwest of Strausberg and transferred to Strausberg airfield, the reconstruction of which was to be accelerated. After 10 January, detachments of workers who had come from Installations II and VI at Torgelow arrived at the field.

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[REDACTED] Comment. [REDACTED] it is intended to transfer the high-echelon KVP command agencies to places outside Berlin. [REDACTED] The construction project in Strausberg may be connected with these plans. The large amount of money allocated for the construction project, the construction of a special railroad connection as well as the fact that several Bauunion firms participate in the project and that workers from other KVP construction projects were sent to Strausberg indicate that the KVP project in Strausberg is of special importance. It is believed that Major General Konrad Heier, mentioned in paragraph 1, is identical with Major General Wilhelm Mayer, who is chief of the construction and billeting department of the KVP. Lieutenant Colonel Kochlitzer and Captain Marquardt, mentioned in paragraph 4, were previously known as being assigned to Major General Mayer's staff.

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